

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 04/18/2001

| | | | | | | |
|--|------------------------------------|----------|-------------------------|-------------------------|------------------------------|------------|
| DEN99LA036 File No. 395 | 02/02/1999 | CODY, WY | Aircraft Reg No. N980FE | Time (Local): 17:11 MST | | |
| Make/Model: | Cessna / 208B | | | Fatal | Serious | Minor/None |
| Engine Make/Model: | P&W / PT6A-114A | | Crew | 0 | 0 | 1 |
| Aircraft Damage: | Substantial | | Pass | 0 | 0 | 0 |
| Number of Engines: | 1 | | | | | |
| Operating Certificate(s): | On-demand Air Taxi | | | | | |
| Name of Carrier: | CORPORATE AIR | | | | | |
| Type of Flight Operation: | Non-scheduled; Domestic; Cargo | | | | | |
| Reg. Flight Conducted Under: | Part 135: Air Taxi & Commuter | | | | | |
| Last Depart. Point: | Same as Accident/Incident Location | | | Condition of Light: | Dusk | |
| Destination: | RIVERTON , WY | | | Weather Info Src: | Weather Observation Facility | |
| Airport Proximity: | On Airport | | | Basic Weather: | Visual Conditions | |
| Airport Name: | YELLOWSTONE REGIONAL | | | Lowest Ceiling: | None | |
| Runway Identification: | 22 | | | Visibility: | 10.00 SM | |
| Runway Length/Width (Ft): | 8276 / 100 | | | Wind Dir/Speed: | 250 / 027 Kts | |
| Runway Surface: | Asphalt | | | Temperature (°C): | 1 | |
| Runway Surface Condition: | Dry | | | Obstr to Vision: | None | |
| | | | | Precipitation: | None | |
| Pilot-in-Command | Age: 31 | | | Flight Time (Hours) | | |
| Certificate(s)/Rating(s) | | | | Total All Aircraft: | 3585 | |
| Airline Transport; Multi-engine Land; Single-engine Land; Glider | | | | Last 90 Days: | 211 | |
| Instrument Ratings | | | | Total Make/Model: | 730 | |
| Airplane | | | | Total Instrument Time: | 298 | |

The pilot said that while he was taxiing out for takeoff on runway 22, he was monitoring the airport's Automatic Weather Observation Station (AWOS), and winds were reported to be gusting 34 to 36 knots. While turning from northwest to northeast on the taxiways, the airplane's left wing lifted up and the airplane nosed down. The AWOS wind report approximately 3 minutes after the accident was 250 degrees at 27 knots, gusting to 43 knots. The manufacturer's Information Manual for this airplane states that the maximum demonstrated crosswind velocity is 20 knots (not a limitation).

Brief of Accident (Continued)

DEN99LA036

File No. 395

02/02/1999

CODY, WY

Aircraft Reg No. N980FE

Time (Local): 17:11 MST

Occurrence #1: NOSE DOWN

Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) WEATHER CONDITION - UNFAVORABLE WIND
2. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's inability to maintain aircraft control due to unfavorable winds conditions.